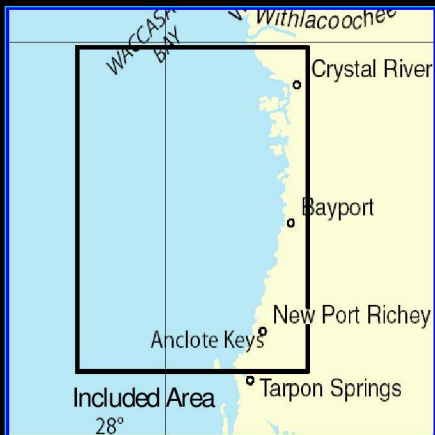


BookletChartTM

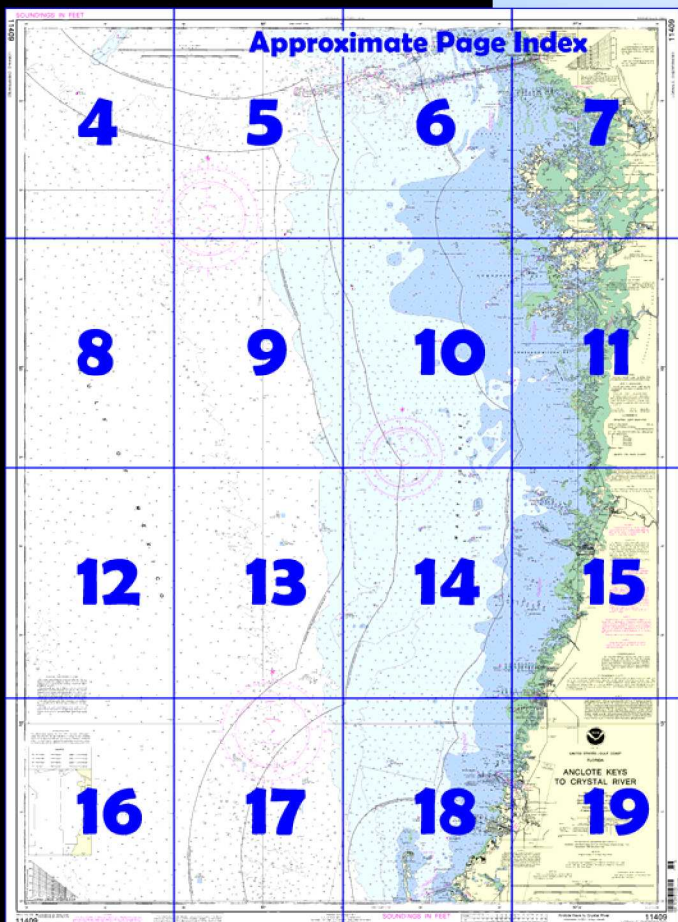
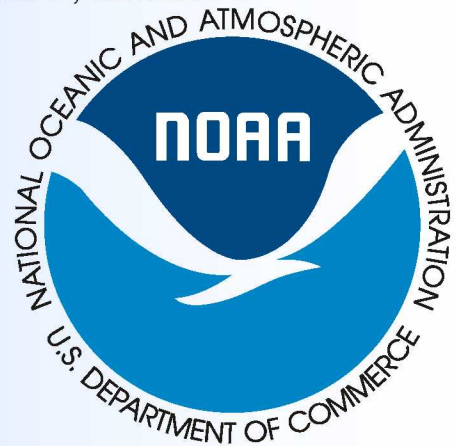
Anclothe Keys to Crystal River

(NOAA Chart 11409)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

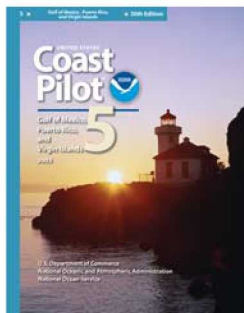
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 5 excerpts]

(299) The shoals that extend 10 miles offshore for 40 miles N from **Anclote Keys** are **St. Martins Reef**. The outer limit is marked by **St. Martin Outer Shoal Light 10** (28°25'48"N., 82°55'06"W.), 16 feet above the water and shown from a dolphin with a red triangular daymark.

(300) Strangers should approach the coast with care. Small craft of 3 to 4 feet in draft follow the coast closely, especially during windy weather, and find comparatively

smooth water by keeping 7 miles offshore. Hazy atmosphere frequently obscures this section of the coast, and the vessels standing inshore close enough to sight land are mostly spongers and fishermen, who sometimes anchor in shoal water, soft bottom, behind shell reefs and ride out the heaviest gales.

(307) **Hudson**. The entrance channel had a centerline depth of 2 feet. The channel is marked by a light and daybeacons. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, sewage pump-out, launching ramp, wet and dry storage are available.

(308) **Aripeka**. There are deep springs and shoals in the creek, which has a depth of 1 foot. The approach is marked by a private light and daybeacons. The bridges around the N and S sides of the island have clearances of 4 and 8 feet. There are fish camps on the creek. Gasoline in cans, water, ice, and provisions are available at the N of the two bridges. The village on State Route 595 has a launching ramp.

(309) **Hernando Beach**. Transient berths, electricity gasoline, diesel fuel, water, ice, marine supplies, provisions, a launching ramp, are available. The approach channel is marked by a private light and daybeacons and can be followed by keeping several yards S of the jetty and fill spit. The channel had a depth of 4 feet. A large submerged rock covered at all stages of tide was reported in the middle of Hernando Beach channel.

(310) **Bayport** is at the mouth of **Weeki Wachee River**. On a favorable tide 2 feet can be taken to a small marina 1.5 miles above the mouth. Gasoline, water, ice, marine supplies, and outboard engine repairs are available. Bayport Channel Approach Light BP (28°32'48"N., 82°42'24"W.) marks the approach to the channel to Weeki Wachee River. **Beacon Rock**, close N of the light, covers at high water and is marked by a private daybeacon. A public launching ramp and wharf are near the N side of the river entrance.

(311) **Chassahowitzka River**. On a favorable tide a draft of 2 feet can be taken into the river. The channel is marked by a light and daybeacons. From Johns Island to Chassahowitzka, the river is shallow and partly blocked by grass and during the summer by hyacinths; the depth is 1½ feet. **Chassahowitzka** is a small fishing village with a lodge, cabins, and a trailer park. Berthing, gasoline, water, ice, limited marine supplies, and a launching ramp are available.

(312) **Bird Island. Black Rock**, 1.3 miles seaward from the island, bares at half tide.

(314) **Homosassa**. Several commercial fish houses, a public pier for transient craft, and marinas are here; berths with electricity, gasoline, ice, marine supplies, covered dry storage, launching ramps are available. A launching ramp and berths are available inside the entrance to Halls River.

(315) The centerline depth was 3½ feet from Homosassa Bay Light 4 to Homosassa River Daybeacon 81, thence 3 feet to Daybeacon 5 at the end of the project. **Homosassa Bay Entrance Light 2** (28°41'24"N., 82°48'42"W.), 16 feet above the water and shown from a dolphin with a red triangular dayboard, 3.3 miles SW of the entrance to the channel, marks the approach. The river entrance is marked by lights and daybeacons. Shoals on either side of the channel are discernible by their lighter color. The river channel is marked by daybeacons.

(317) **Manatees**. Regulated speed zones for the protection of manatees are in Homosassa River.

(319) A marked channel leads from the Gulf through Crystal Bay and Crystal River to **Kings Bay** and the town of Crystal River. The channel through Crystal Reefs to the mouth of the river on the N side of Shell Island to Kings Bay is marked by daybeacons. The centerline depth was 4 feet to Crystal River Daybeacon 24, thence 3 feet to Kings Bay. Shoaling to bare was in the vicinity of Crystal River Entrance Light 1 and Entrance Daybeacon 2. During periods of prolonged NE winds, depths in the river may be lowered 1 to 2 feet. The best water is in the middle of the river, but local knowledge is necessary and a lookout for shoals must be maintained. A 25 mph speed limit in the channel is enforced year round.

(320) **Salt River**. The channel is marked with private daybeacons. Berths, electricity, gasoline, diesel, water, ice, marine supplies, a launching ramp, are at a marina above Daybeacon 30. A public fishing pier juts out from the S side of the river 4.5 miles above the mouth. A public launching ramp is available E of the fishing pier.

Table of Selected Chart Notes

Corrected through NM Nov. 24/07
Corrected through LNM Nov. 20/07

NOTE I

Numerous signs exist within this area.

HEIGHTS

Heights in feet above Mean High Water.

NOTE B

SALT RIVER

The controlling depth was 2 feet in Jan. Mar., 1975.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

NOTE H

The channel leading into the Crystal River Power Plant had a reported controlling depth of 20 feet in Feb. 1980 - Apr. 1981.

For Symbols and Abbreviations see Chart No. 1

NOTE C

With local knowledge a depth of 6 feet was reported available north of the rock in 1975.

NOTE D

CRYSTAL RIVER

The controlling depth was 4½ feet on the centerline from Light 1 to daybeacon 21 (28°55'35"N, 82°41'38"W); thence 5 feet to daybeacon 23, opposite Bagley Cove; thence 2½ feet to the public boat ramp.

Oct 2006

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE G

Numerous markers and daybeacons lead from Salt River bridge into Crystal Bay.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.022" northward and 0.637" eastward to agree with this chart.

NOTE E

HOMOSASSA RIVER

The controlling depth was 3½ feet on centerline.

Sept. 1999

NOTE F

Colregs demarcation lines follow the general trend at the seaward high water shoreline except where charted.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Tampa, FL	KHB-32	162.55 MHz
Inverness, FL	WWF-38	162.40 MHz
Largo Marine, FL	KEC-38	162.450 MHz

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◌ (Approximate location)

Mercator Projection
Scale 1:80,000 at Lat 28° 34'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION

Loran-C rates 7980-W and 7980-Y are reported to provide the most reliable coverage over the entire charted area.

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

PRINT-ON-DEMAND CHARTS

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LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL
7980 79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 7980-Y

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Additional information can be obtained at nauticalcharts.noaa.gov.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - - -

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

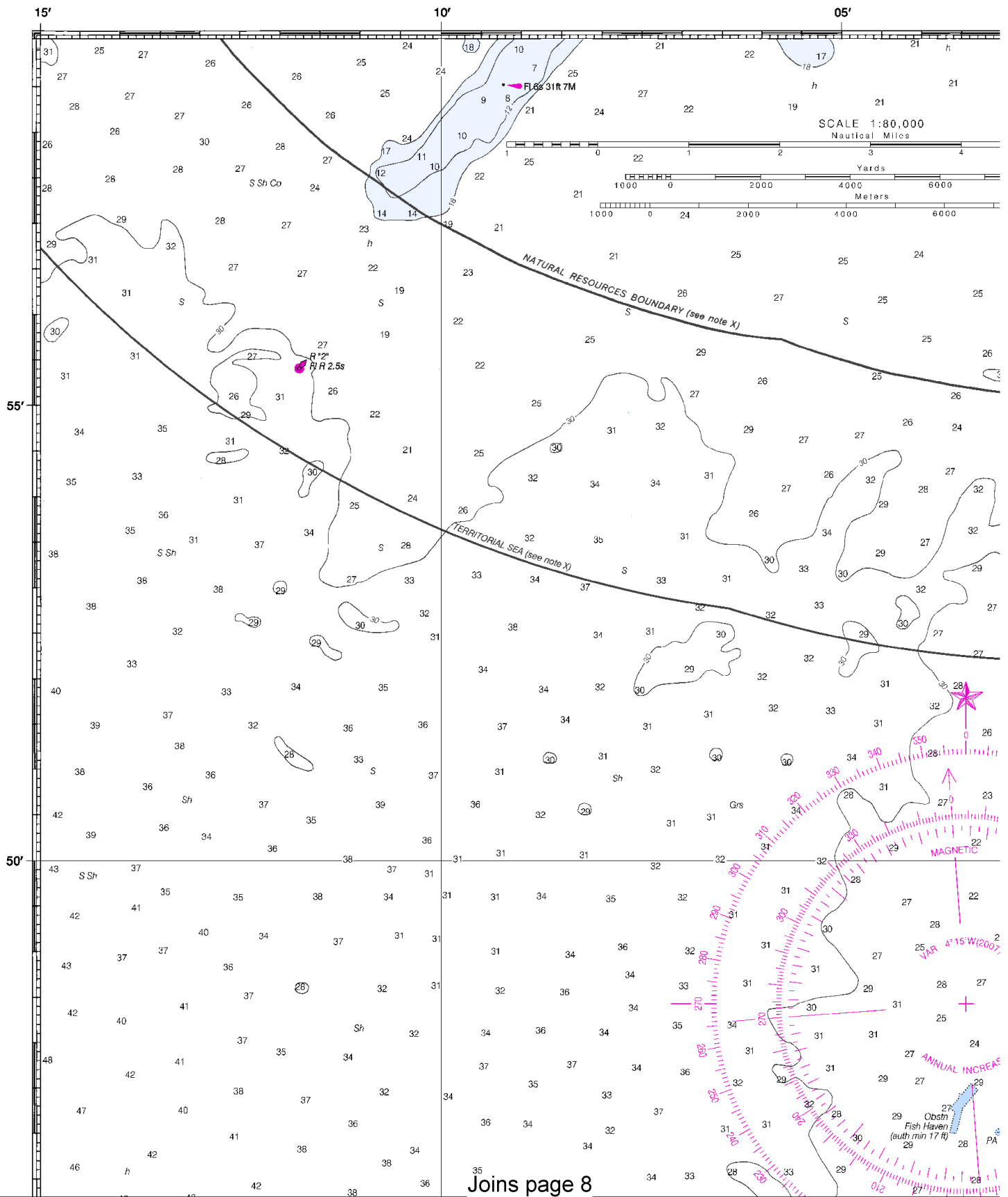
TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Bayport	(28°32' N/082°39' W)	3.3	2.9	0.5
Ancloste Keys	(28°10' N/082°51' W)	3.0	2.8	0.4
Indian Bay	(28°27' N/082°40' W)	3.4	3.0	0.6

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(Nov 2007)

LORAN-C OVERPRINTED



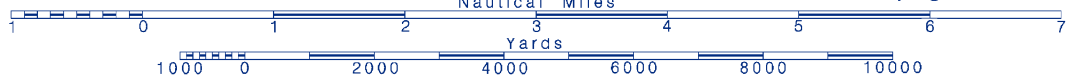
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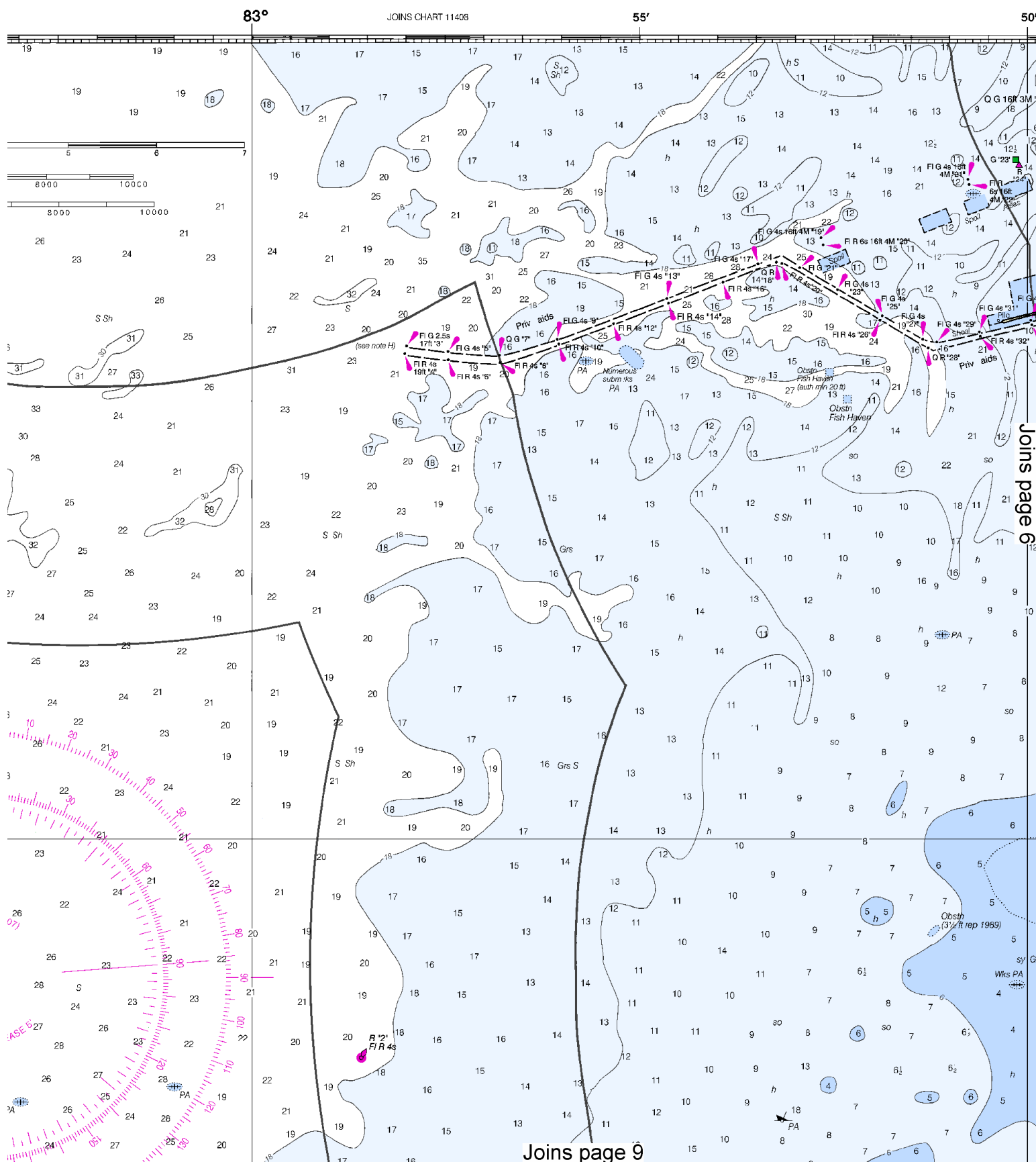


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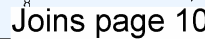
~~SCALE 1:80,000~~
Nautical Miles

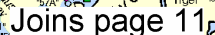
See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:106667. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.





7

Joins page 4

45'

28°
40'

35'

G
D
L
E

CONTIGUOUS ZONE IS

Joins page 12

8



Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



- Joins page 10

9

Joins page 6

Joins page 9

Joins page 14

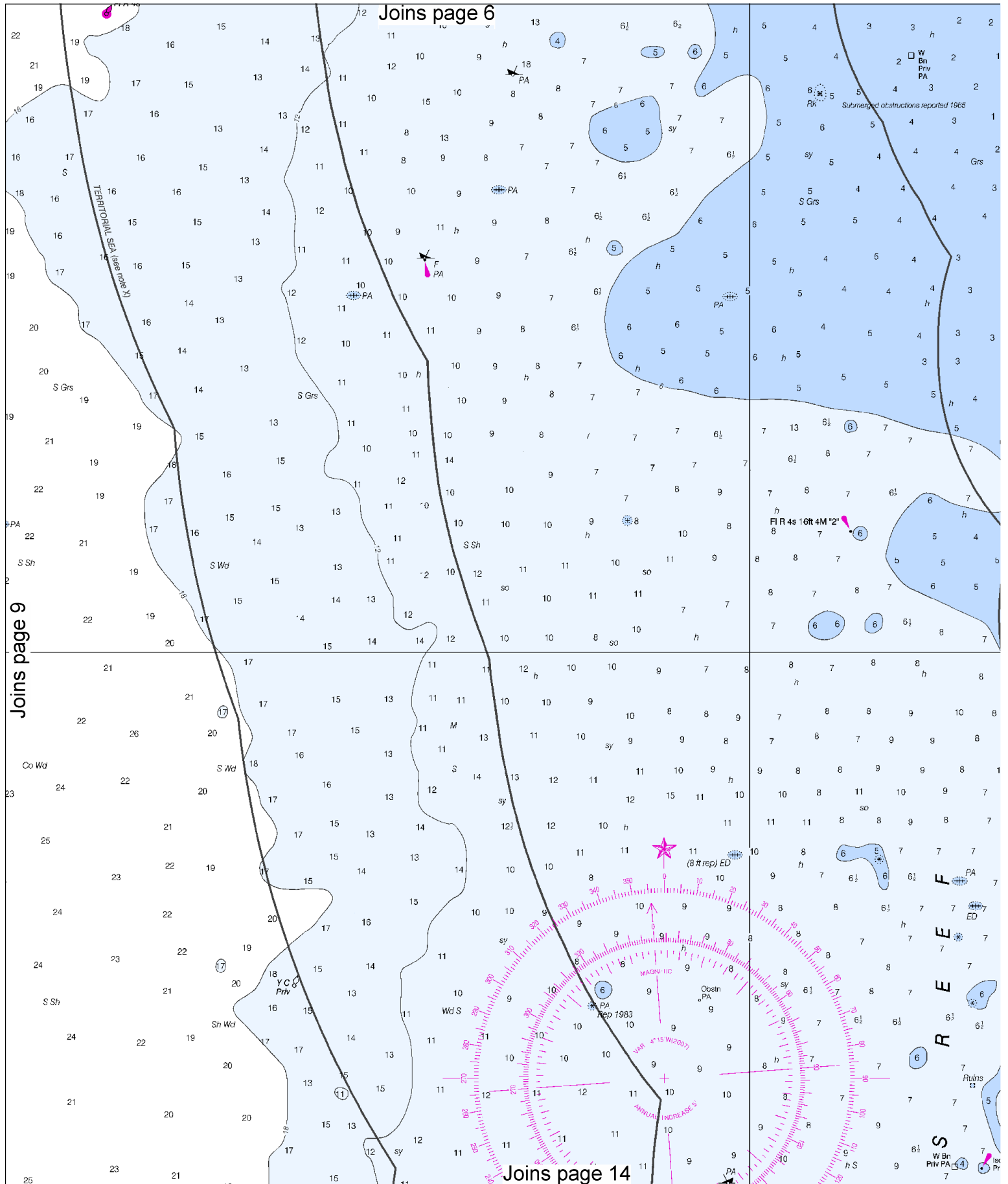
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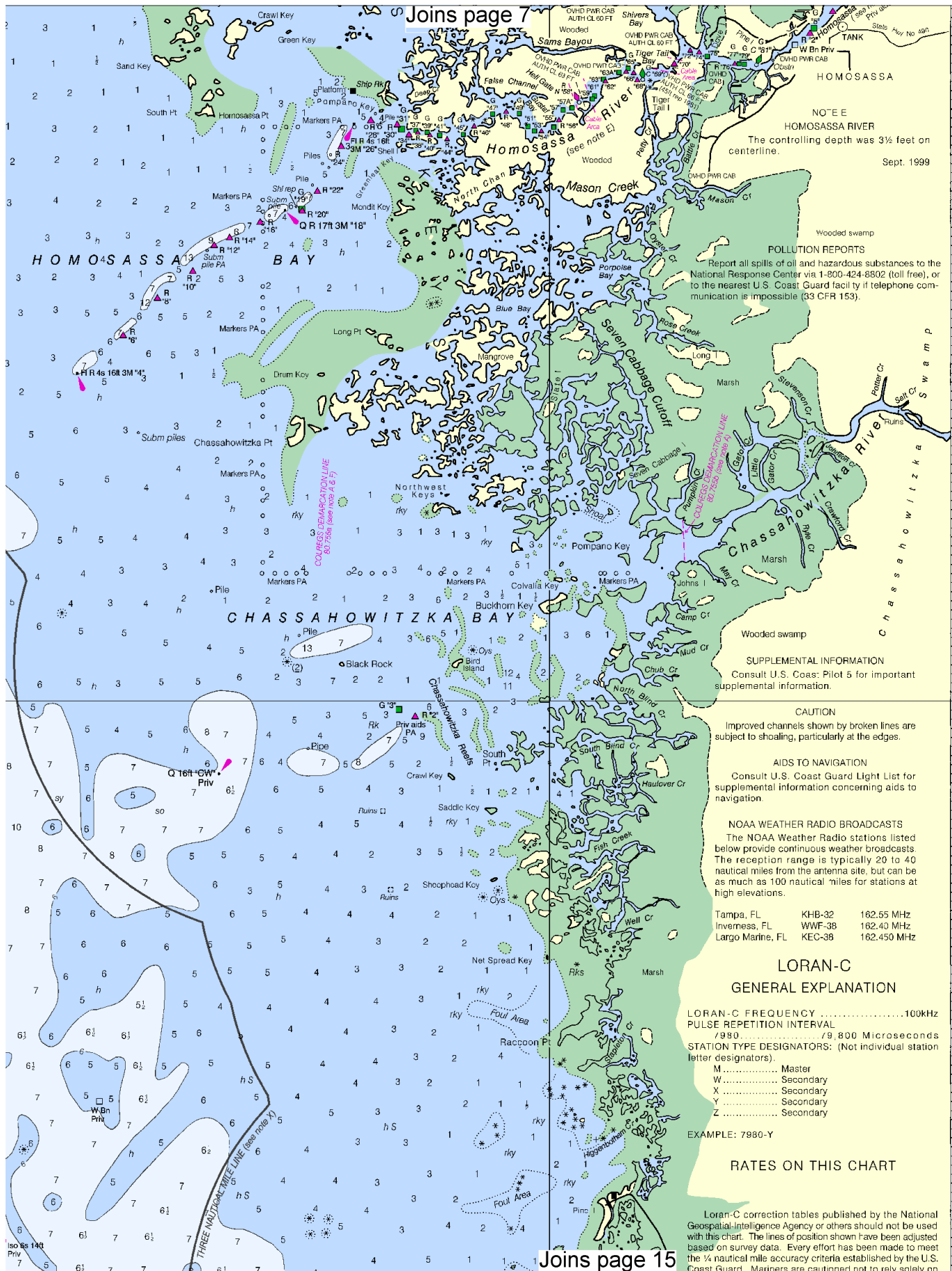


Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.





45'

28°
40'

35'

Joins page 7

Joins page 15

Joins page 8

CONTIGUOUS ZONE (see note A)

Joins page 16

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered.

12



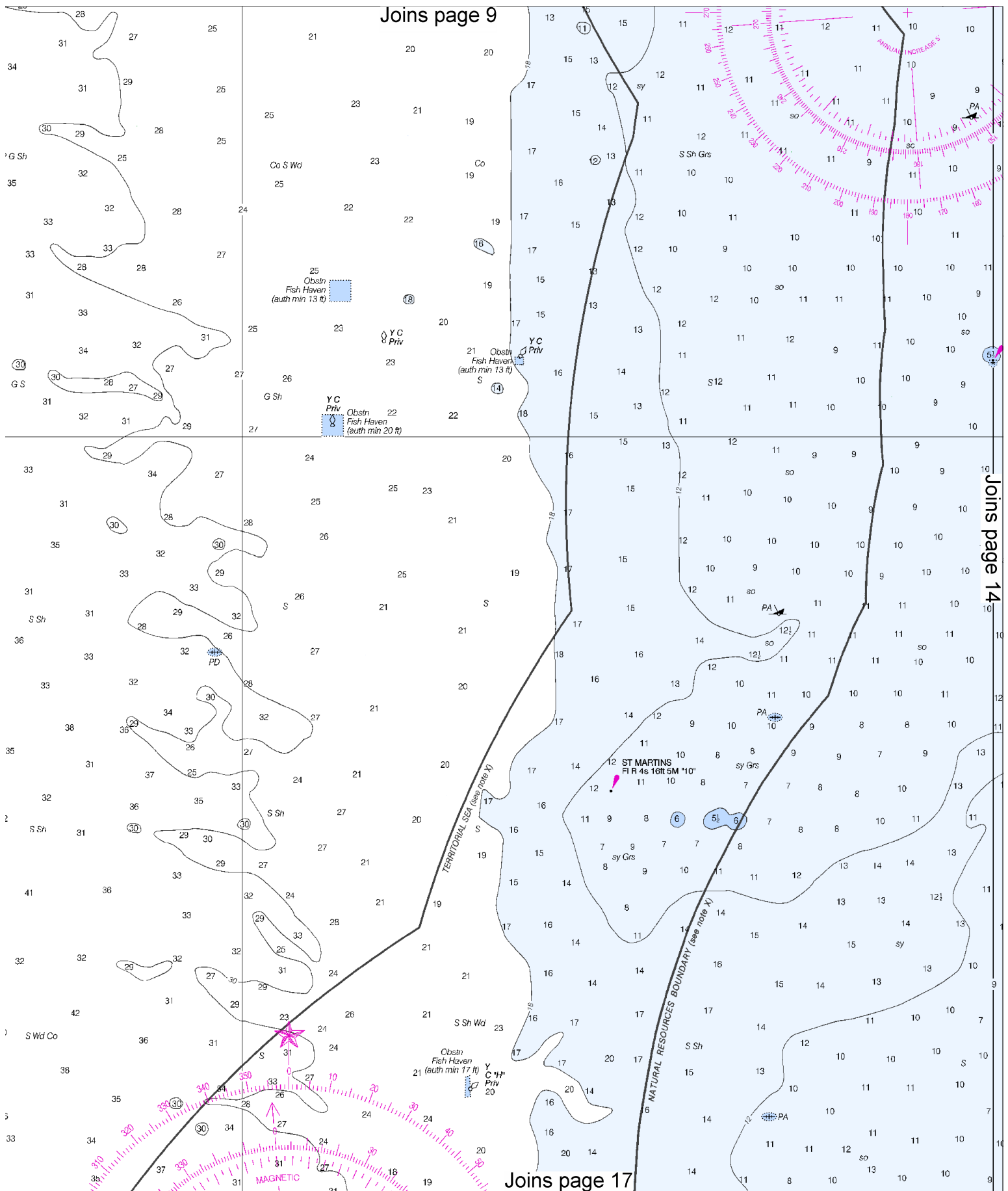
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SCALE 1:80,000

See Note on page 5.

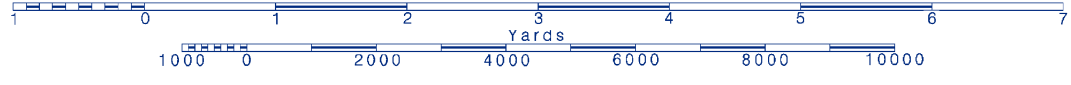
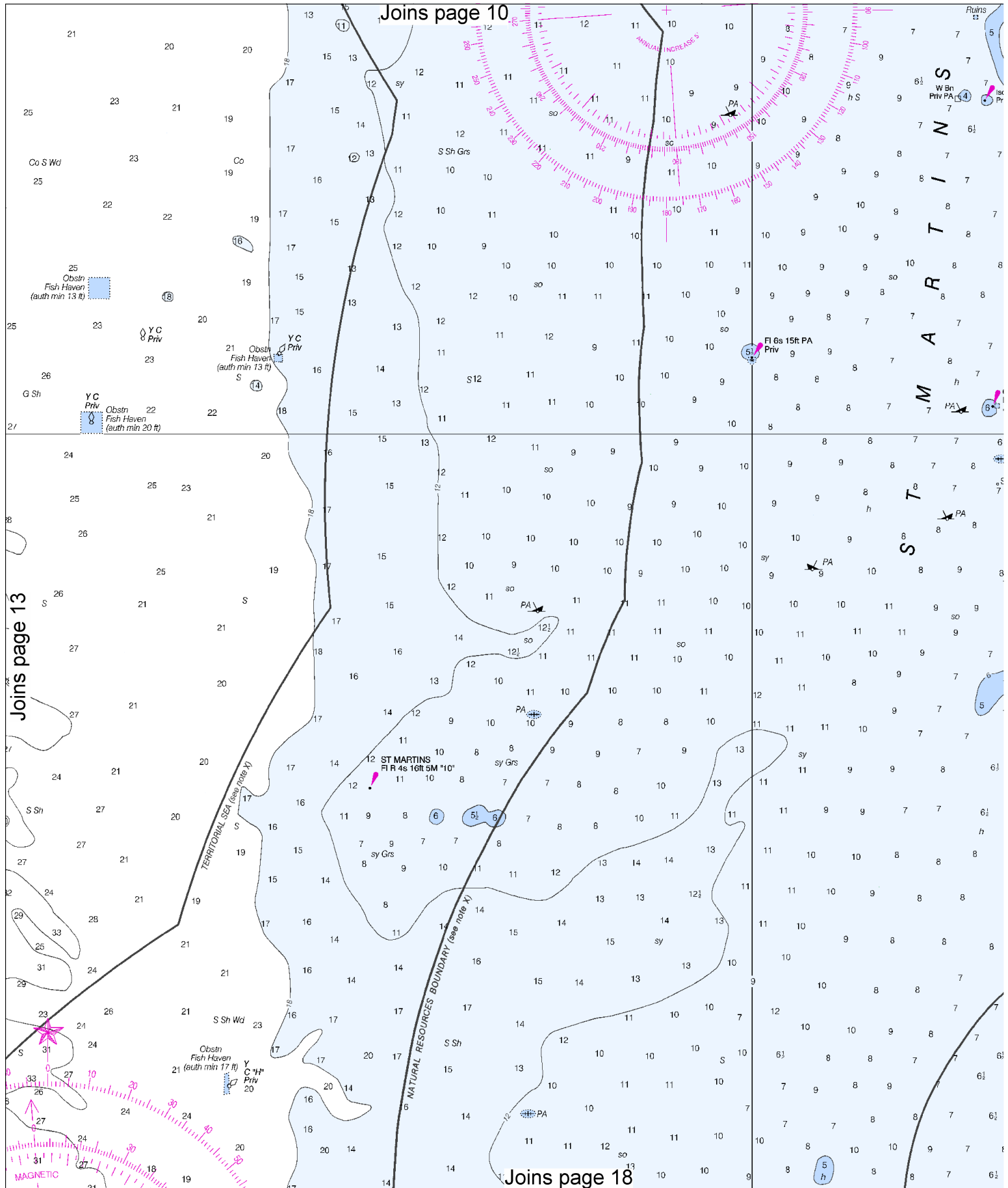


Joins page 9



Joins page 14

Joins page 17



Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the latt ces in inshore waters.

CAUTION
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WARNING
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CAUTION
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○ (Accurate location) ◐ (Approximate location)

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

— Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

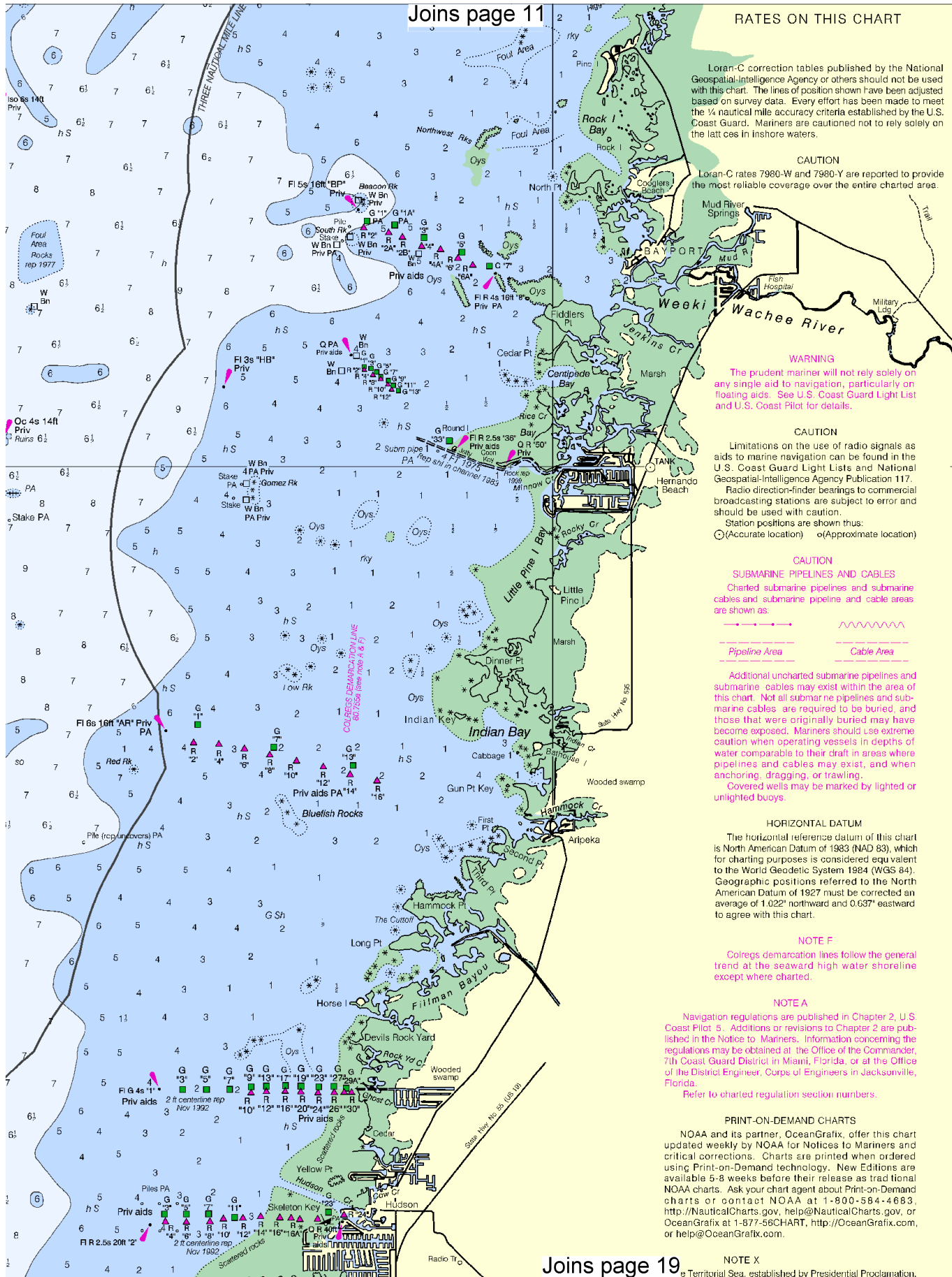
HORIZONTAL DATUM
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NOTE F
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NOTE A
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NOTE X
Territorial Sea, established by Presidential Proclamation.



cause considerable damage to marine structures, aid navigation and moored vessels, resulting in submerged debris in unknown locations.

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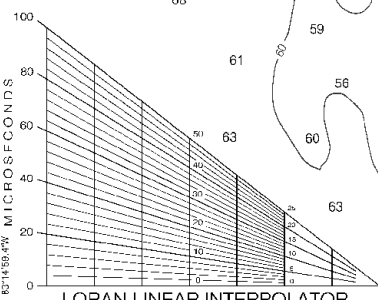
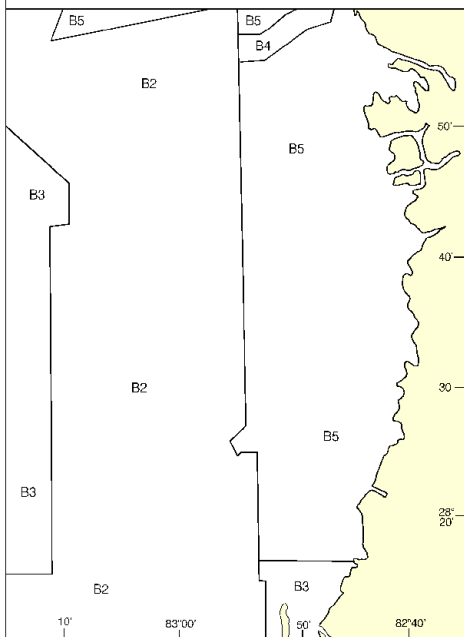
28°
20'

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

SOURCE

B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



15'

10'

05'

29th Ed., Nov. /07 ■ Corrected through NM Nov. 24/07
Corrected through LNM Nov. 20/07

11409

LORAN-C OVERPRINTED

CAUTION

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16

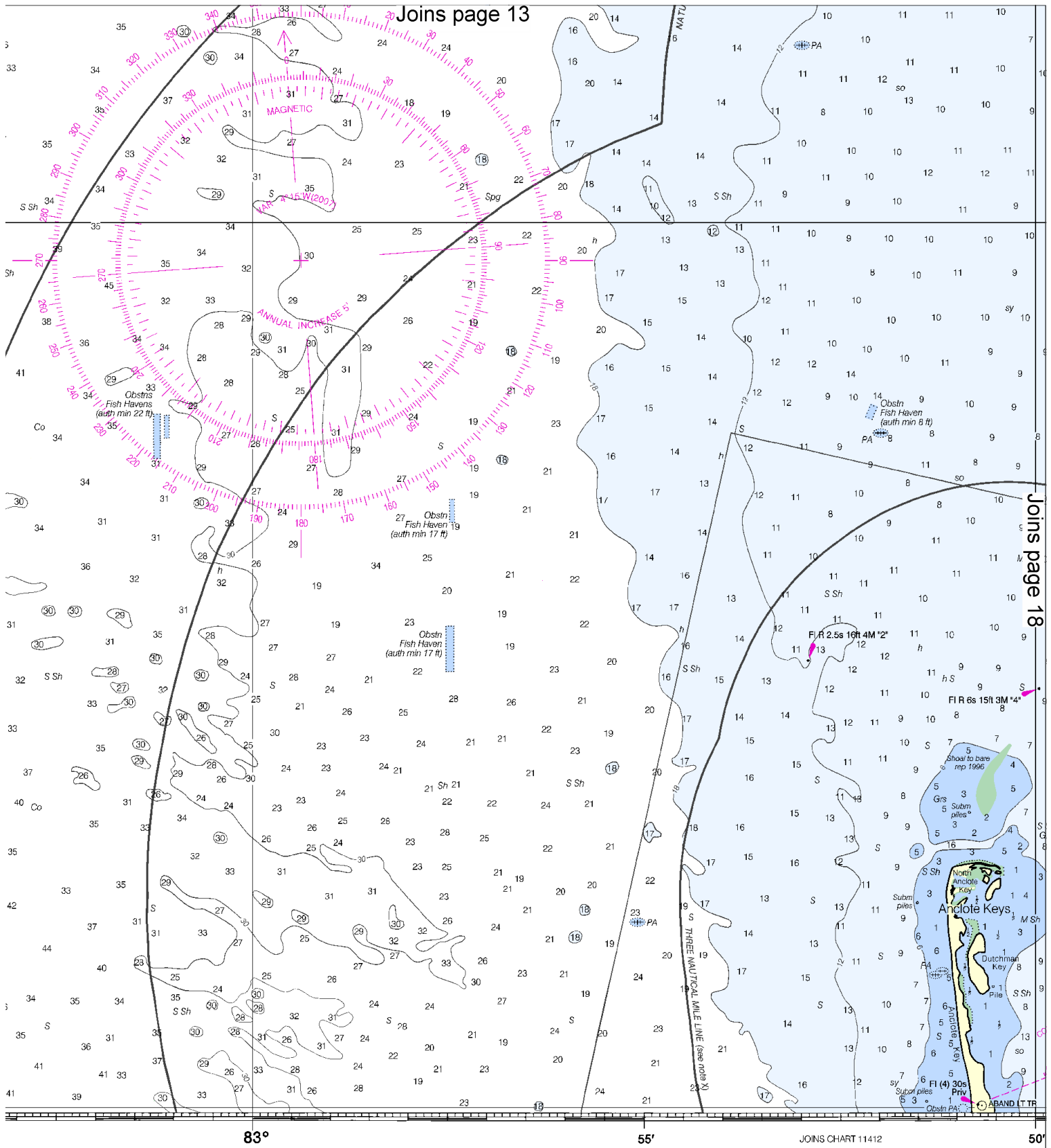


Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.

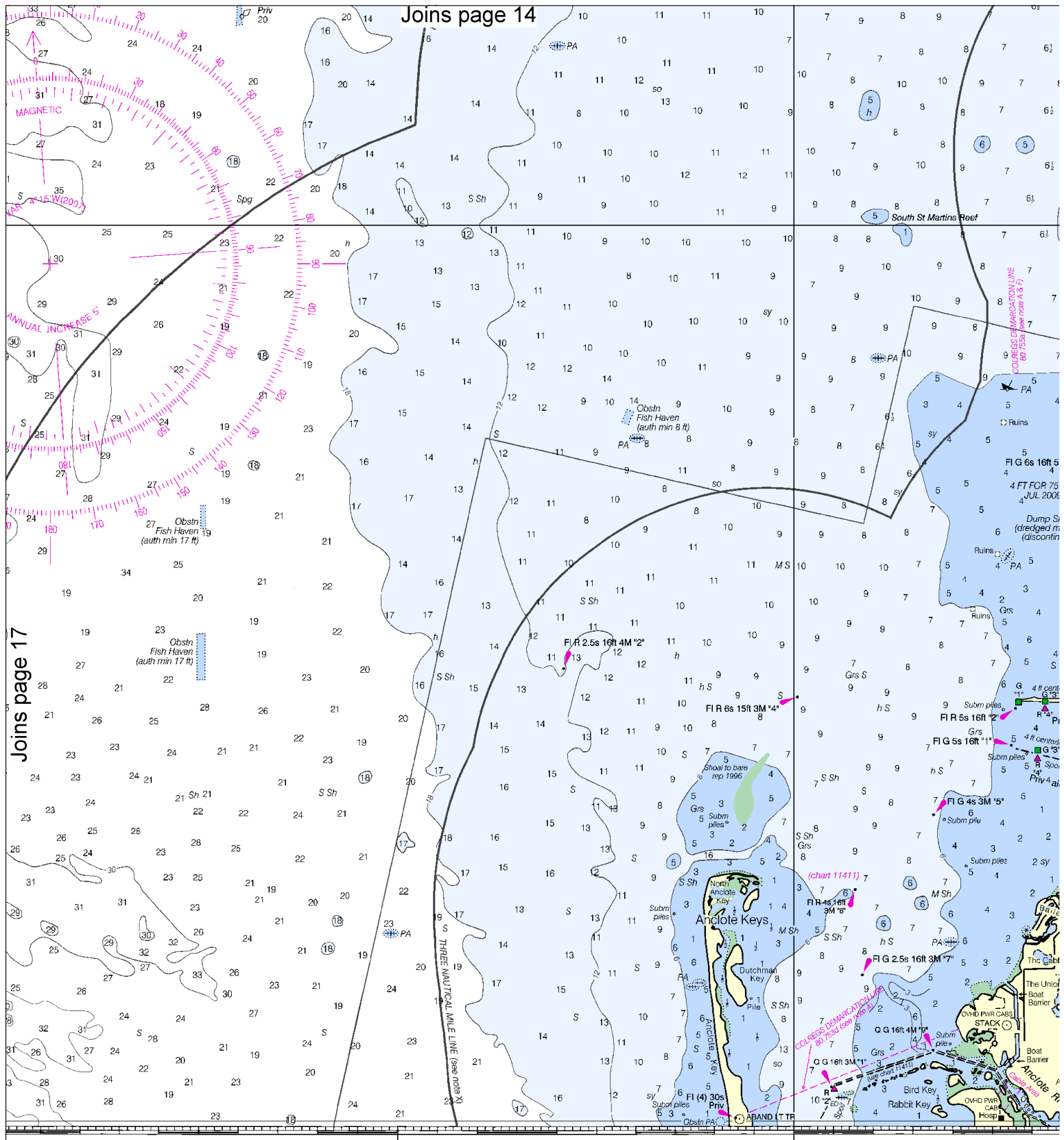




navigation. The National
licions, or comments for
I/CS2), National Ocean

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDING



Joins page 17

Joins page 14

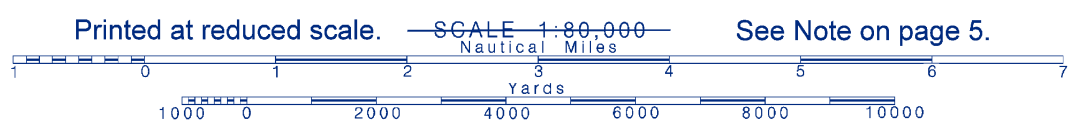
30° 55' 50'

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

FATH
FEET
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18
North



See Note on page 5.

critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

FLORIDA

ANCLOTE KEYS TO CRYSTAL RIVER

Mercator Projection
Scale 1:80,000 at Lat 28° 34'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Bayport	(28°32' N/082°39' W)	3.3	2.9	0.5
Anclole Keys	(28°10' N/082°51' W)	3.0	2.8	0.4
Indian Bay	(28°27' N/082°40' W)	3.4	3.0	0.6

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Nov 2007)

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarkation lines are shown thus: ---

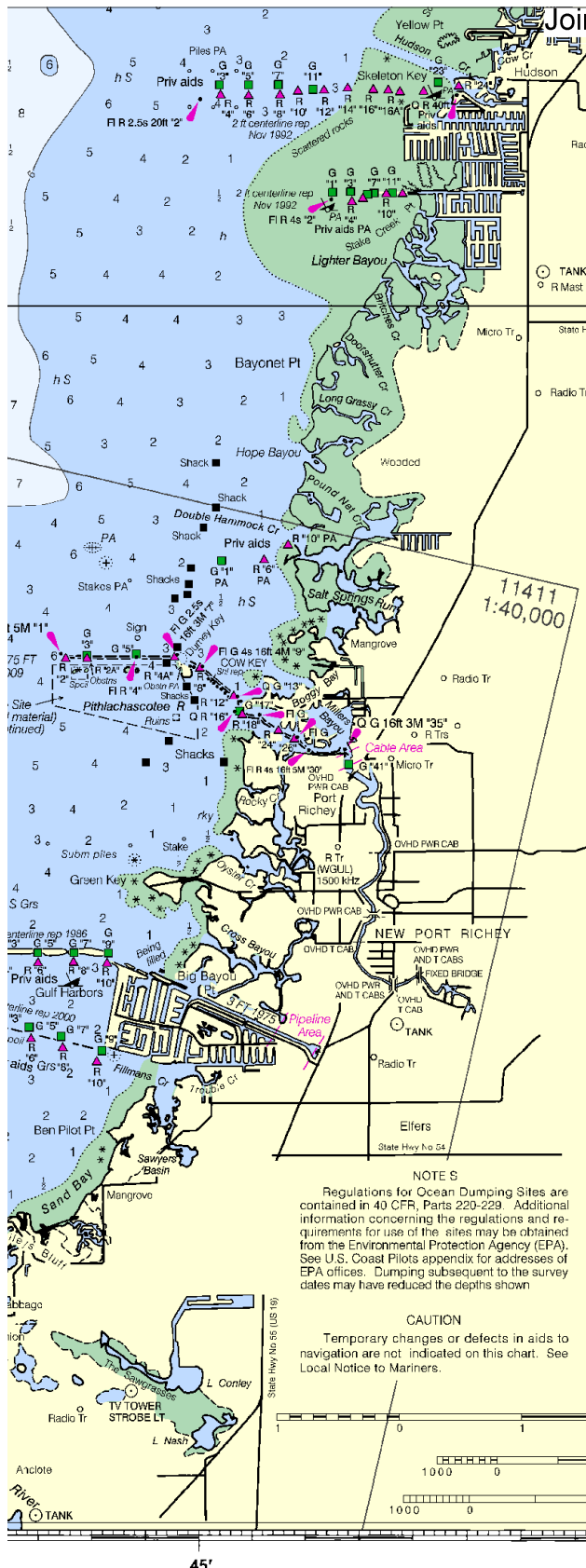
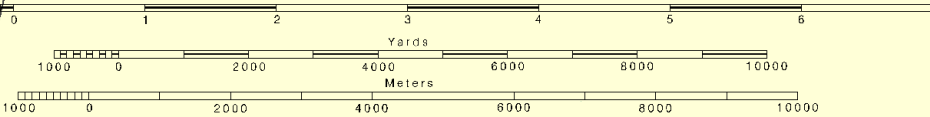
HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SCALE 1:80,000
Nautical Miles



NOTES

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

THOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Anclole Keys to Crystal River
SOUNDINGS IN FEET - SCALE 1:80,000

11409
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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group St. Petersburg – 727-824-7506

Coast Guard Yankeetown – 352-447-6900

Coast Guard Sand Key – 727-596-8666

Pinellas County Marine Unit – 727-582-6177

FL Fish and Wildlife Conservation Comm – 888-404-3922

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.